



FAA Intercom

Money Talks on Capitol Hill

Administrator Marion C. Blakey laid out the FAA's important and challenging mission in her "State of the FAA" testimony before the Senate Commerce, Science & Transportation Committee on Feb. 11.

The occasion was the first in a series of hearings regarding the extensive, and often cumbersome, process of Congress enacting the FAA's reauthorization legislation. The importance of the reauthorization bill was evidenced by the presence of John McCain (R-Ariz.), the committee chairman; and Trent Lott (R-Miss.), chairman of the Senate Aviation Subcommittee.

In her remarks to the committee, Blakey outlined the agency's recent successes, its immediate need to reduce operational errors, and long-term goals. The update was presented in the context of an industry in which airlines have suffered significant economic losses, scrutiny of bankrupt airlines' safety processes has increased, and costs associated with running the National Airspace System keep rising. Meantime, decreasing passenger traffic on airlines means fewer tax dollars going into the Aviation Trust Fund, the prime funding source for the FAA.

Blakey voiced her admiration for the FAA workforce. "I have witnessed the energy, dedication, and formidable technical expertise of the employees at the FAA, who *continued on page 4*

White House Proposes \$14 Billion FAA Budget

FAA Budget Request (in millions of dollars)

	2002 Actual	2003 Request	2004 Request
Operations	\$6,877	\$7,077	\$7,591
Facilities & Equipt.	2,912	2,981	2,916
R, E&D	195	124	100
Airport Grants	<u>3,300</u>	<u>3,400</u>	<u>3,400</u>
Total	\$13,284	\$13,582	\$14,007

The Bush administration's proposed \$14 billion FAA budget for Fiscal Year 2004 accommodates a number of important agency needs in the upcoming year, including continued research on safety, funding for more air traffic controllers and aviation safety personnel, and pay increases for employees.

The administration's proposal represents a 3.1 percent increase over its FY2003 request.

The White House asked for \$7.6 billion for operations, up 7.3 percent from the FY2003 request. That figure includes money for hiring 302 air traffic controllers in anticipation of increasing retirements in the field, and 26 controllers to work with the Department of Defense to secure the national airspace. "The administration is

essentially giving us an advance" on funding for replacement air traffic controllers, Keenan said.

Some 20 additional aviation safety staff will be hired as well.

The growth of the FAA budget — especially in the operations account that includes employee compensation — over the last few years drew concern from members of Congress and the Department of Transportation's Inspector General (see related story on page 4). President Bush approved an average 4.1 percent across-the-board pay increase for federal civilian employees and military members for FY2003.

The Bush administration budgeted \$2.91 billion for facilities and equipment. *continued on page 8*

In This Issue:

Read about one of the FAA's first female controllers, budget and reauthorization matters, building a very, very, very fine house, certifying a new helicopter and much more.



Page 6. Women pioneers.



Page 8. Pitching in to help others.



Page 10. Diabetes alert.



Page 12. FAA OKs new chopper.



News in Brief

Guam Relief Fund Established

The cleanup on Guam from the devastating effects of Super Typhoon Pongsona continues (see *FAA Intercom* coverage in the January 2003 issue). FAA facilities and the island itself are slowly being restored to normal.

To help victims in the recovery, Western-Pacific Region's credit union has established a fund to which FAA employees may contribute. Donations marked for "NAPA Guam Relief Fund, Account # 87270" may be sent to: FAA First Federal Credit Union, 15000 Aviation Blvd., Lawndale, CA 90261.

Telephone donations may be made using VISA, MasterCard or American Express by calling (800) 338-0755. For more information, contact Al Kaulia, NAPA chair, at (202) 267-7237, or e-mail him at akaulia@faa.gov.

Women's Group Offers CFI Certification Class

Women in Aviation, International will offer its first flight instructor refresher clinic at its annual conference March 20-22 in Cincinnati, Ohio.

Flight instructors will be able to renew their CFI certificate up to three months in advance. The class is open to all flight instructors who need to renew their certificates and is not limited to WAI members or conference attendees.



The clinic is co-sponsored by AOPA *Flight Training* magazine and presented by the AOPA Air Safety Foundation.

For more information, contact WAI at (386) 226-7996, or access the Web site at www.wiai.org.

Agency Videos Honored

Two agency video productions are entered as finalists in the annual Telly awards.

The two videos are "Mediation: Working Together," produced in cooperation with the William J. Hughes Technical Center's Office of Civil Rights, with the assistance of the Tech Center Counsel's office and the FAA Dispute Resolution Specialist's staff at Headquarters; and "NEXCOM: System Demonstration One," which made its debut at the 2002 ATCA convention and demonstrates the benefits of digital radio communications for controlling air traffic.

The Telly Awards program was founded in 1980 to recognize outstanding non-network, cable commercials, film, and video productions. It has become one of the most sought-after awards in the TV, commercial, and video industry.

Nearly 11,000 entries were received for the Telly Awards competition last year. Of that number only 7-10 percent are chosen as winners, and of the winners, only 14-18 percent are chosen as finalists.

The two videos are the sixth and seventh Telly Award recipients produced by the Tech Center's Advanced Imaging Division.



NEXCOM Contracts Awarded

The FAA awarded \$16 million and \$21 million contracts to IIT Industries and Harris Corp., respectively, for the initial phase of the Next Generation Air/Ground Communications System (NEXCOM).

NEXCOM will make more efficient use of the available radio frequency spectrum, which is facing a shortage of frequencies that could limit aviation growth in less than a decade. By integrating datalink with digital voice technology, less of the frequency spectrum is used. NEXCOM also will accommodate additional air traffic control sectors and new runways.

Harris and IIT will create the system architecture, equipment specifications, and supporting technical documents for the project. They also will develop engineering design models of NEXCOM ground network systems and use them to demonstrate NEXCOM capabilities.

Civil Reserve Air Fleet Activated

The Department of Defense has turned to the airline industry for help in airlifting troops and cargo to the Middle East in anticipation of a possible war with Iraq.

Under the Civil Reserve Air Fleet (CRAF) agreement with the DOD, commercial airlines are obligated to move passengers and cargo when DOD airlift requirements exceed the capability of U.S. military aircraft. In return, the DOD awards airlines participating in CRAF with peacetime airlift contracts.

The DOD activated 47 passenger aircraft. If required, the DOD can activate as many as 31 wide-body cargo aircraft under the first stage.

Stage II allows the DOD to use commercial aircraft for major regional contingencies, while Stage III would be used for periods of national mobilization. CRAF air carriers continue to operate and maintain the aircraft with their resources, but carry out missions assigned by the DOD.



PWC Celebrates Silver Jubilee

The Professional Women Controllers (PWC) will hold their 25th annual national training conference in Washington, D.C. April 14-17.

This year's theme is "Experience a FLIGHT on Silver Wings." Flight stands for fellowship, learning, investment, growth, health, and teamwork.



Conference attendees will be able to chart a course through a schedule of training opportunities and additional activities. A question-and-answer session with representatives from AIP, ATA, SUPCOM, NATCA, and NAATS is scheduled, as is a panel discussion with women involved in aviation, such as Arlene Feldman, Eastern Region administrator.

Bill Peacock, Air Traffic director, will moderate a discussion among members of the Air Traffic management team concerning challenges in Air Traffic leadership in the current budget climate.

FAA Administrator Marion Blakey is scheduled to speak at the main luncheon.

A detailed agenda and registration forms are available on the conference Web site at <http://cynthia.deyoe.home.att.net>. For additional information, contact Cynthia Deyoe at (202) 385-7766.

AOPA Takes Exception

Concerned that a Fox TV program fed "into the unwarranted fear that some people have about general aviation," the Aircraft Owners and Pilots Association (AOPA) launched an ad campaign to educate the public about the realities of its industry.

AOPA criticized an episode of the show, "24," in which terrorists tried to use a small aircraft to detonate a nuclear weapon over Los Angeles. After hearing from concerned members, AOPA placed a full-page ad in *USA Today* newspaper titled, "Small Airplanes and TV Fiction."

The ad stated that general aviation pilots likely would play an important role in helping this country respond to disaster, whether by transporting people and equipment to affected areas, moving blood and medical supplies, or providing aerial observation for directing rescue efforts.

Judging the Future of Business in Space

Judging by this year's topics, Buck Rogers might have felt at home at the FAA's sixth annual Commercial Space Transportation Forecast Conference, held last month in Washington, D.C.

Panels of experts discussed considerations surrounding human presence in space, legal implications for companies that someday hope to do business around the moon, and other commercial space entrepreneurship. Technological issues included future space architecture and challenges surrounding space propulsion.

The proceedings took on a more somber note with a reflection on the Shuttle Columbia accident and its potential effect on future space activity.

Patricia Grace Smith, associate administrator for Commercial Space Transportation, which sponsored the conference, termed this year's edition "a great success, once more bringing the commercial space community together to share information, insights and excitement."

More than 150 people participated in the conference.

Correction

The FAA organizational chart printed in the February 2003 issue is missing one office. The Systems Engineering and Training office (AST-300) should be listed under the Office of Commercial Space Transportation.

Small Airplanes and TV Fiction



Last night, Fox TV's fictional series "24" incorporated a small airplane in a terrorist plot. In fiction, a small airplane might be a tool of terror, but ...

In the real world, General Aviation aircraft will be flying to the rescue.



In times of disaster, small aircraft have always played a key role: aiding search and rescue operations, quickly transporting people and equipment to affected areas, moving critical blood and medical supplies and providing aerial observation posts for directing rescue efforts.



In the real world, General Aviation aircraft are an essential part of our economy and national transportation system.



General Aviation airplanes transport some 150 million people and tons of millions of overnight packages to 5,800 airports across the country, reaching thousands of communities the airlines don't.



In the real world, General Aviation pilots are on the front lines watching for suspicious airport activity.



With programs like AOPA's Airport Watch, pilots are partnering with the government to improve our national security. Far from being something to fear, small airplanes are doing real work for real people every day.



And in the real world, when disaster strikes, General Aviation is there to help.



To learn more about General Aviation:

www.GAservingamerica.org



Aircraft Owners and Pilots Association
www.aopa.org



Reauthorization Talks

Focus on Costs

continued from page 1

strive each day to ensure the safety of our aviation system. It is an agency filled with exceptional talent – and I am proud to represent them here today.”

While Blakey acknowledged the need to keep costs under control and that some of the agency’s new financial systems have not been fully implemented, it was Department of Transportation Inspector General Ken Mead who hammered the agency on rising expenses.

“Much of the increase in operations costs has been a result of salary increases from collective bargaining agreements negotiated under FAA’s personnel reform authority,” Mead said.

Mead noted that the average base salary for controllers has risen to more than \$106,000, 47 percent more than the 1998 average of about \$72,000. About 1,000 controllers make \$150,000 or more per year, he added.

Mead also criticized the agency’s control over memoranda of understanding with the National Air Traffic Controllers Association (NATCA) and other unions. He said there were more than 1,500 of these agreements and that “management of MOUs needs to be tighter.” While many serve legitimate purposes, Mead said, others have entailed substantial costs.

Referring to the MOUs, McCain told the administrator, “Obviously you’ve got a problem there. Appoint a group and get it under control.”

NATCA criticized Mead’s comments, noting that 30 percent of the highest-paid controllers’ paychecks is from working

overtime. NATCA claimed that Mead ignored the deteriorating staffing at facilities and the FAA’s increasing reliance on overtime.

(Administrator Blakey addressed Mead’s criticism in a speech at the NATCA conference in Washington, D.C., a few weeks after her congressional testimony. She said the 1998 NATCA contract “proved very expensive,” and that while everyone worked very hard, only half the productivity and cost-savings benefits were

realized. She urged controllers’ cooperation in reviewing MOUs, reaching agreement on controller staffing numbers for the contract extension under discussion, and finalizing a pay-for-performance system mandated by the 1998 agreement.)

The urgency of the reauthorization was repeated throughout the hearing. McCain said it needs to occur in a timely manner because the industry is in a crisis mode. He said Congress should be as concerned about the FAA as it is about the airline industry. McCain urged the FAA to present their reauthorization request soon, or Congress would move ahead without it. The Bush administration’s proposal is currently at the Office of Management and Budget for review.

A sign of Congress’ concern is that it might move FAA reauthorization ahead of reauthorization for the Federal Highway Administration.



Ken Mead



Sen. John McCain

FAA Employees Score Four Laurel Awards

There is a strong FAA presence among this year’s Laurel Award winners selected by *Aviation Week & Space Technology*.

Two FAA employees and two teams were honored in the magazine’s annual awards program.

The magazine recognized **Kathy Abbott**, chief scientific and technical adviser for flight deck human factors, for her “common-sense” approach to the development of regulatory and guidance material that is used worldwide. Although her work is “vastly underappreciated,” *AvWeek* said the FAA would be much further behind in the use of new technology for improved safety and capacity without her efforts.

Nick Sabatini, associate administrator for Regulation and Certification, was extolled for his vision in laying the foundation for required navigation performance and making it a near-term priority for the agency.

John Thornton and **Tim Hancock** were part of a team that implemented the first U.S. domestic data link operations at Miami Center. The system will help ease radio frequency congestion and cut down on delays.

The **FAA Technical Center** was honored along with Boeing for the development of an economical fuel-inerting system that lowers the risk of fuel tank explosions.

Marion Blakey was recognized in her role as National Transportation Safety Board chairman for identifying training deficiencies on rudder use and issuing recommendations on the proper use of rudder on transport aircraft.



Charting the Next Century of Flight

In a rousing kick-off to Headquarters' Centennial commemoration, former chief of the FAA's Air Traffic Flight Services Division and Tuskegee Airman Bill Broadwater provided a capsule summary of his career in aviation that was humorous, poignant, and blunt.

Administrator Marion Blakey introduced Broadwater, saying his is a story "of America, of courage, of bravery," and one that "is tied up in one of America's darkest struggles," the fight for equality.

Broadwater's tale made it clear he scaled many walls to reach his dream of flying, but none higher than that of prejudice.

His presentation, though, was surprisingly free of rancor, as he provided enough humor and personal anecdotes to leaven his tale's disturbing context of an American society that denigrated the black man even as he fought for his country.

He ran through decades of personal history in just two hours, highlighting his

struggles against racist officers, airlines that wouldn't hire black pilots for fear they'd scare off passengers, and government civilian agencies – including, at times, the FAA – that needed a firm shove to enter the modern world.

With a shake of his head and a chuckle, Broadwater recalled, "America was a trip in those days."

Ironically, the most dangerous obstacle he could have faced – enemy gunfire – never materialized because the war ended before he could get to Europe. "Just call me lucky," he joked.

Along the way, he dropped the names

of friends and cohorts whose actions – big or small, humorous or daring – somehow seemed to chip away at the injustices they faced.

With a bit of bluff, some swagger, a lot of talent and the ability to avoid the trap of hatred, Broadwater survived and thrived into the current era, when opportunities for blacks in aviation have broadened geometrically since his youth.

Retiring after working nearly 30 years for the FAA and the old Civil Aviation Administration, Broadwater became an aviation consultant, and looks quite younger than his 77 years. He's often invited to speak before community groups, confirmation that his life has been lived fully and with important impact on succeeding generations. How fitting for an event honoring those other aviation pioneers, the Wright Brothers.

Call Broadwater lucky? Maybe.

Call him inspirational? Definitely.



Bill Broadwater

Blakey Sees Increased International Focus for Agency

The need to focus America's role as world aviation leader has led Administrator Marion Blakey to create two separate offices, one for policy and planning and a new one to focus on meeting challenges abroad.

The new Office of International Aviation will coordinate all internal FAA activities relating to international aviation.

In a speech before the Aero Club in Washington, D.C., on Feb. 20, the administrator laid out the intensive strategic planning process the agency is undertaking and discussed the agency's future in a time of upheaval and a rapidly changing aviation industry.

The financial problems of the airline industry and the slow rebound in traffic has led the administrator to reassess agency priorities and programs. The 10-year Operational Evolution Plan, for instance, is

being analyzed for greater short-term benefits. "Ten years suddenly seems like a very long horizon," Blakey said. "Industry wants to know what can we do now."

Aviation safety is one of our nation's most important exports.

– Administrator Marion C. Blakey

Three agency teams have been formed to determine if some programs and policies can be accelerated and to decide if new opportunities are available in the next few years.

The new International Aviation office will address a host of initiatives. For instance, there needs to be coordination with the European Union as it develops its own regulatory agency and a more unified

air traffic system for Europe.

The FAA will continue to help developing countries in the Asia/Pacific and Latin American regions with their aviation needs, especially in the areas of basic infrastructure and safety.

The agency's network of partnerships with civil aviation authorities will broaden. And increased American representation in the International Civil Aviation Organization is an important focus. As Blakey told the Aero Club, "Aviation safety is one of our nation's most important exports."

The reorganized Office of Aviation Policy and Planning will be freed to focus on changing technology, and environmental and energy policy. It also will continue to manage the FAA's reauthorization, practically a full-time job in itself (see related story on facing page).



Born at the Right Time

It's hard to rank one's experiences when you live the life of someone like Mary VanScyoc.

Is being recognized by the Air Traffic Control Association as this country's first female controller the event of a lifetime? Or being inducted into the Kansas Aviation Museum's Hall of Fame? Was it the opportunity to fly a B-17 bomber in 1994 while in her 70s?

Whatever tops the list, VanScyoc seems to view her past in the same way a veteran commercial pilot might view landing a jet for the thousandth time.

Perhaps her casualness comes from the life she led in Wichita, Kansas, the hotbed of general aviation. Home to such well-known manufacturers as Cessna, Mooney, Beech and Lear, it seems nearly impossible in retrospect for VanScyoc not to have been drawn into the propeller's whirl of excitement that accompanied the nascent days of aviation. In fact, it was airplane pioneer Clyde Cessna who gave VanScyoc her first ride in an airplane.



VanScyoc gets some air at the Wichita Tower.



Mary VanScyoc works the "B board" in the Denver Center in July 1942.

It was in college in 1938 that VanScyoc decided to take a flying lesson in 1938. When the plane did a loop, VanScyoc was thrown for one. "I said, 'Oh, yes. This is for me,'" she recalled.

Her brother-in-law gave her lessons, but when it was time for her to solo, he said he couldn't certify her because he had only a student permit.

She built up her flying hours over the next few years, earning her solo license and taking a civilian pilot training course. It was the onset of World War II that provided VanScyoc with her chance to make history. She saw an ad for controllers in the spring of 1942. "I had no idea what [air traffic controlling] was, but I knew it had something to do with aviation," she said.

She had been teaching English at college, but wasn't happy. "I was playing tennis in my shorts, and flying and riding motorcycles. [College officials] didn't approve of me," she chuckled.

With her teaching and aviation background, VanScyoc was immediately accepted and started training on the job at the Denver Center. She worked the "B board" taking flight plans from pilots. There were 12 controllers, 11 of whom were men, but she said she didn't feel out of place. The men were cordial to her and helped her in her training.

She found her niche when she moved to the Denver Tower. Unlike at the center, she could see the airplanes and talk to the pilots.

VanScyoc worked in towers at Wichita and Hutchinson, Kansas, and Cheyenne, Wyo. It's hard to imagine the towers were considered state-of-the-art even in those days. VanScyoc's memories of her stint at Hutchinson are primarily of boredom, except when 70-mph winds hit the tower, which was perched on stilts. At those times, she and her fellow controllers felt no compunction about abandoning the tower.

In Wichita on one occasion, heavy winds buffeted the tower cab, causing the glass panels to fluctuate. An employee opened a door to the cab and the windows blew out. VanScyoc and her coworkers hit the deck. Years later at a reunion, she met a coworker who asked her if she remembered the incident. "I landed on top of you," he reminded her.

"That just shows I'm faster than you were," she responded.

The day that sticks in her mind most was an afternoon shift in the Wichita Tower in 1945. She was the only controller on duty. A Continental pilot wanted to land south on the runway, which she vetoed because she would have to turn her back to traffic flying in from a different direction. When she



turned around, she found the pilot had landed south anyway. It was the only time she wrote up a pilot during her career.

Whatever fireworks her action might have stirred up were quickly overshadowed that night when the airport's hangar caught fire and burned to the ground, along with 27 airplanes inside. The field was closed and she spent the rest of the night watching the flames.

The only accident she witnessed was a United DC-4 trying to make an approach into Cheyenne. The pilot missed his first approach and went around for a second try, only to emerge from the low ceiling about 100 feet above ground, and uncomfortably

close to the tower. It clipped a wing on the approach and crashed. "All we saw was a fire ball out there," she recalled. Miraculously, only two passengers were killed.

VanScyoc found her male coworkers to be very nice. "I think they were tickled to death they weren't drafted [for the war]. They didn't give us any trouble."

The only man who did give her problems was the one who ended her career. VanScyoc planned to work a midnight shift on Christmas Eve 1946, then use her two days off to visit home. For reasons she never ascertained, her manager didn't want her to leave. Perhaps he felt he needed her as backup in an emergency. He said she would be out of a job if she went home for the holidays. She went anyway. "When I got back, he said, 'You're through.' It didn't really matter that much to me," she said, although her father was furious.

Her life in aviation didn't end there. As recently as the 1980s, she learned how to fly a helicopter. "It was the hardest thing I ever

did," she recalled.

In 1995, she got a chance to fly a restored B-17 bomber for 20 minutes. She couldn't resist the opportunity, reminiscing at how huge the American bombers appeared to her back in the mid-1940s.

She gives tours at the Kansas Aviation Museum, and speaks often to community groups. And she can always spot a pilot.

Her renown as the first female controller leaves her a little hesitant. "I don't think it's such a big deal to be the first. It just happened. Somebody had to be first."

But approaching her 84th birthday, VanScyoc wouldn't trade her past to fly in more modern times when she might have had more opportunities. "Even though I came early [into aviation], I was born at the right time," she said. "It was just like the astronauts. They were born at the right time."

That's about the only luck this pioneer needed to succeed.



Mary VanScyoc

Women Pioneering the Future

National Women's History Month is commemorated in the United States every March.

This year's theme, "Women Pioneering the Future," celebrates women in U.S. history who led and won campaigns for equality and civil rights; who created and advanced educational and professional opportunities; and who made great contributions to the arts, sciences, and humanistic causes.

The 2003 theme also recognizes the pioneers of today — innovative women who are opening up new possibilities for generations to come. Eleven women are being honored this month, four of which already have been inducted in the National Women's Hall of Fame. Following are this

year's honorees. Those marked with an asterisk are members of the hall of fame.

Mae C. Jemison*, scientist, educator, and former astronaut. She became the first African-American woman in space aboard the Space Shuttle Endeavor in August 1992. **Wilma Vaught***, brigadier general, USAF, (Ret.). Vaught was the driving force behind the building of the Women in Military Service Memorial in Washington, DC, dedicated in October 1997.

Margaret Chase Smith*, congressional representative and senator. Smith was the first woman elected to both the U.S. House of Representatives (1940) and the U.S. Senate (1948).

The other honorees this year are

Rebecca Adamson, Rachel Carson*, Linda Chavez-Thompson, Yuri Kochiyama, Tania León, Robin Roberts, Harilyn Rousse, and Rebecca Walker.

For more information on the honorees, visit the National

Women's History Project at www.nwhp.org. Scroll down and click on "2003 National Women's History Month" and "2003 Honorees."



Mae C. Jemison



Up on the Roof

If you give Airway Facilities employees a challenge, you'd better jump in and lend a hand, or step back and stay out of the way. They don't mess around.

Back in 2001, about a half dozen FAAers from various Airway Facilities locations in the Miami area volunteered to help the Coast Guard build a Habitat for Humanity home.

Scott Barrington, automations manager at Miami Center, had such a good time working on the project that he and his co-workers thought it would be nice to get more of their friends involved.

Barrington spoke to Gene Crabtree, manager of the Miami Systems Management Office, in August 2002, who thought it was a great idea. With the assistance of Crabtree and other managers, word got out that Airway Facilities was on a mission to build its own Habitat house.



Pam Hodgkinson from the Miami/San Juan SMD installs ceiling straps for support.

The response was overwhelming. More than 60 employees from the Miami Center; system supports centers at Miami, West Palm Beach and Fort Lauderdale; and the Miami/San Juan System Management Office volunteered their free time to do a good deed.

Work began just before Thanksgiving last year, and in about a week, they had erected a 1-story home in the Fort Lauderdale area. The 2,000-square-foot house features three bedrooms and a bathroom. A single mother with two young children will inhabit the house.



FAA employees helped erect this house from the ground up. It is scheduled for completion this month.

Under the supervision of professional contractors, the FAA volunteers learned how to put up dry wall, erect trusses, and construct roofs. Barrington doesn't consider himself much of a handy man, but he was up on the roof putting down paper, plywood and exterior wood.

Aside from the satisfaction of building a home for a needy family, the project turned into something of a reunion for employees who have never seen each other. Barrington had spoken on the phone with many of his coworkers on the project, but he had never met them.

"That is part of the fun," Barrington said. "What we wanted to do was get different field offices and people to mingle together."

With one house under their belts, the Airway Facilities employees are looking to expand the effort next year.

"Next year, they're going to talk to more of their coworkers," Barrington said. The tentative plan is to commit to building two homes and challenging Air Traffic employees to help build one.

Ops Funding to Increase Under Bush Proposal

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Although that appears to be a slight decrease from last year's request, it is actually an increase because nearly \$200 million from last year's request was dedicated to Transportation Security Administration programs and NAS handoff costs.

Keenan noted that the facilities and equipment budget provides sufficient funding to keep the FAA's top 19 capital projects moving forward, including WAAS, STARS, NEXRAD and ASDE-X.

Some \$100 million was allotted for research, engineering and development, down from \$124 million in the previous year. In the tight budget environment, the Bush administration made safety its top priority for research funding.

The request for the Airport Improvement Program (AIP) maintains funding at the historically high FY2003 level of \$3.4 billion, but this account, too, has drawn the attention of Congress.

Some congressmen have expressed concern that too much of AIP money is being used for security purposes, not for expanding capacity. Some \$561 million from AIP was used on security projects in FY2002, nearly eight times the FY2001 outlay. Some members of Congress want to find a new funding source for security projects in the long term.

Spread among the FAA's four accounts is more than \$2.5 billion to improve efficiency in the national airspace system.

The administration plans to increase the percentage of FAA funding from the aviation trust fund to 88 percent, with the remainder of FAA dollars coming from the general fund. At that pace, the uncommitted balance in the trust fund will fall from \$4.6 billion at the end of FY2003 to \$1.1 billion by FY2007.



Your Benefits . . . And You!

The FAA, along with the rest of the federal government, is promoting telecommuting for its employees.

Telecommuting – in which employees work from home or a pre-arranged work site for an agreed-upon portion of the workweek – benefits employers, employees and society in a number of ways.

Studies show that telecommuting makes it easier to attract and retain skilled workers, improves productivity, and reduces absenteeism and overhead costs.

Telecommuting makes it easier for federal agencies to accommodate employees with disabilities. It also cuts down on traffic congestion, air pollution, and costs associated with building and maintaining highways.

To take advantage of telecommuting, a supervisor must certify that a position is appropriate and that an employee is suited to telecommuting. Employees interested in telecommuting should work with their supervisors and sign an agreement that specifies the terms and conditions of participation in the program.

The agreement must be in place before an employee begins telecommuting. Participation in the program is voluntary.

The Office of Personnel Management is developing a free supervisor/managerial training site on telecommuting at www.GoLearn.gov. It also is developing a guidebook on telecommuting. Both should be available within the next month or so.

Meantime, information can be found in the FAA Telecommuting Handbook, available

at www.faa.gov/ahr/policy/benefits/benefits.cfm (scroll down to the last document listed).

Employees also may contact FAA Telecommuting Program coordinators in the following locations:

AAL	Bobbie Gossweiler	(907) 271-5756
ACE	Linda Talavera	(816) 426-2588
		x109
ACT	Al Cannizzaro	(609) 485-6627
AEA	Bertha Cooper	(718) 553-3153
AGL	Jennifer Scottbert	(847) 294-8290
AMC	Irv McKey	(405) 954-7408
ANE	Katrina Newlin	(781) 238-7266
ANM	Anne Purcell	(425) 227-2023
ASO	Ann Byrd	(404) 305-5364
ASW	Jenny Francia	(817) 222-5871
AWP	John Fung	(310) 725-7840
HQ	Ginny Bachman	(202) 267-7235

A Reminder for Reemployed Annuitants

The Office of Labor and Employee Relations reminds reemployed annuitants they must provide their payroll office with a copy of their annuity statement every January.

The Office of Personnel Management does not send notices to payroll offices to alert them of the increased annuity amount. It is up to the employee to ensure that payroll is aware of any changes to his or her annuity.

For more information, employees should contact their servicing Human Resources Management Division or payroll representative.

The Accountability Board Corner

Did You Know? Misuse of agency computers is one of the fastest growing areas of employee misconduct at the FAA. Misuse of computers includes accessing Web sites of a sexual nature; displaying sexually offensive screen savers; and sending offensive and derogatory messages, jokes, or cartoons to a coworker through the e-mail system.

Did You Know?

Disciplinary action for the misuse of computers in the workplace can range from counseling to termination. Allegations of misuse of agency computers to access child pornography sites must be referred to federal authorities for investigation and prosecution.



Did You Know? The Civil Aeromedical Institute (CAMI) is currently in the process of conducting an evaluation of the Accountability Board. Questionnaires will be sent out within the next few weeks to a random number of employees, managers, and executives, and it is requested that you complete them thoroughly and honestly, and that you return them as promptly as possible.

The Office of the Accountability Board is located in Room 332. For more information, call (202) 267-3065 or access the board's Web site at

www.faa.gov/ahr/account/account.cfm.



Be on the Alert for Diabetes

The Health Awareness Program reminds employees that March 25 is American Diabetes Alert Day.

Diabetes is a disease in which the body does not produce or properly use insulin, the hormone needed to convert sugar, starches and other food into energy needed for daily life. The cause of diabetes is

unknown, although genetics and environmental factors, such as obesity and lack of exercise, appear to play roles.

About 17 million Americans have diabetes, which is broken down into three major types:

Type 1 results from the body's failure to produce insulin. About 5-10 percent of Americans have Type 1.

Type 2 is caused by insulin resistance, in which the body fails to properly use insulin, combined with relative insulin deficiency.

Most diabetics have this type.

Gestational diabetes affects about 4 percent of all pregnant women, about 135,000 cases in the United States each year.

Pre-diabetes is a condition that

occurs when a person's blood glucose levels are higher than normal, but not high enough for a diagnosis of Type 2 diabetes. It is



estimated that at least 16 million Americans have pre-diabetes, in addition to the 17 million with diabetes.

Diabetes often goes undiagnosed because many of its symptoms seem harmless. These include frequent urination, excessive thirst, extreme hunger, unusual weight loss, increased fatigue, irritability, and blurry vision. If you have one or more of these symptoms, contact your doctor right away. For more information on diabetes, log on to www.diabetes.org.

Diabetes Screening Planned for HQ

FAA Headquarters is offering free glucose testing March 17, 19 and 21. The blood glucose test uses the "One Touch" glucometer after a finger prick for a blood sample. Fasting is required for this test, so visit the clinic in Room 328-329 ahead of time for instructions and appointment sign-up.

Please note that this is not a definitive test for diabetes, but rather a helpful screening tool used to refer employees with elevated blood sugars to their personal physicians for an evaluation. For more information, contact the clinic at x73405.

FAA employees in the field should contact their Health Awareness Program managers to see if they are offering diabetes screening.

People

Commercial Space Transportation Selects Deputy

Dr. George C. Nield has been named deputy associate administrator for Commercial Space Transportation.

Nield has more than 30 years of aerospace experience with the Air Force and NASA, and in private industry. Prior to joining the FAA, he was the senior scientist for the advanced programs group at Orbital Sciences Corp.

In Memoriam

Alan Sunberg, a former regional counsel for the Great Lakes Region, died Jan. 1 at the age of 68. A 25-year FAA employee, he retired in 1999.

Alan joined the FAA in 1974, taking a



Dr. George C. Nield



Joe Flaim

position with the regional counsel's staff in the Southwest Region. He became deputy regional counsel for the Great Lakes Region in 1979, and regional counsel in 1996.

Surviving Alan are his wife, Brenda; daughter, Paige Louise; son, Nolan Ross; daughter-in-law Lanialoha; and granddaughter, Paige.

Joe Flaim, who retired as manager of the Resource Management Branch in Flight Standards in 1999, died Jan. 16.

Joe started with the Civil Aeronautics Administration in September 1948, and stayed on when the organization became the FAA. His expertise in budgetary and staffing matters was consistently recognized and ensured Flight Standards' representation in research, evaluation and development program areas. He received numerous superior accomplishment and special achievement awards.

He is survived by his wife, Dixie, who has worked at the FAA for 23 years; six children; two stepchildren; and 13 grandchildren.



Back to Headquarters

HQ Welcomes Students on Groundhog Shadow Day

More than 250 Headquarters employees acted as mentors to students from 15 area schools during Groundhog Shadow Day. Home-schooled children also participated.

Almost 500 children visited the FAA Operations Center, National Aviation Safety Data Analysis Center, computer labs and graphics shop. They met K-9 dogs involved in bomb and drug searches, attended workshops on making a lasting impression in the workplace, and held career discussions with FAA employees.

AFSCME and the Hispanic Coalition provided bus transportation for the children. The National Air Traffic Controllers Association donated more than 125 pizzas for the students' lunch. FAA controller and pilot Ardyth Williams donated 70 pizzas for the mentors' lunch.

The FAA Chorale's rendition of "We are the People of the FAA" left the students with a spring in their step as they loaded the busses to return home.

FAA/Industry Gold Tournament Slated

The annual FAA/industry spring golf classic is scheduled for April 2 at the Gauntlet Gold Course at Curtis Park, Fredericksburg, Va.



The main event — an 18-hole scramble — begins at 1 p.m. and costs \$75. An optional individual stroke play round is scheduled for 8 a.m. The cost for participating in both rounds is \$115.

The fee includes the cost of carts, range balls, prizes, dinner, light breakfast, box

lunch and snacks. The tournament is open to all.

For entry and other information, e-mail Roger Martino or call him at (202) 493-5935. Or contact Dave Knorr at 220-3357.



Chief of Staff David Mandell (third from left), spoke to students on Groundhog Shadow Day and accepted an award for hosting the most school children at one agency.

EEO Counselors List Updated

The FAA Office of Civil Rights has updated its roster of Equal Employment Opportunity (EEO) counselors at Headquarters.

Employees or job applicants who believe they have been discriminated against due to race, color, religion, sex (including sexual/gender harassment), national origin, age, disability (physical and mental), reprisal or sexual orientation may file an EEO discrimination complaint.

Employees or applicants for employment must consult an EEO counselor prior to filing a formal complaint in order to try to informally resolve the matter.

Visit the Web site at www.faa.gov/acr/eeocoung.htm for more information.

Following is the latest list of EEO Counselors for Headquarters.

Name	Routing Symbol	TEL
Bailey, Desiree	AAF-600	x35221
Billmyer, Lisa	ANI-30	x36539
Brown, Caroline	AFS-220	x79518
Claiborne, Gwenda C.	AGC-400	x61741
deVries, Sherry M.	AAM-210	x78693
Geranis, Karen	AFZ-600	x78569
Green, Russell	ANI-30	x36531
Jones, Mauricecia	APD-200	x73342

Name	Routing Symbol	TEL
Krois, Paul	AAR-100	x35310
Geisinger, Kenneth	ATX-400	x54749
Manago, Glendora	AGC-10	x77988
McCottry-Howard, Eula	AAM-220	x78232
Nguyen, Vincent Q.	AND-510	x34155
Pinkney, Denise	AIR-200	x78361
Rollins, Loretta	AFM-330	x77360
Sands, Selina L.	ANI-1	x36510
Snyderwine, Martha	ASU-500	x75537
Suttmeier, Laurie	APP-520	x78814
Swain, Marietta	AUA-600	x64704
Taylor, Cynthia	ACR-1	x78087
Trudeau, Margaretta	ASU-240	(301) 640-2798
Williams, Mary E.	ATP-300	x79401
Watts, Dorothy	ASU-420	x34551



Whirlybird Gets Certified in Swirl of Activity

The FAA recently certified the first new U.S.-designed transport helicopter in more than 10 years.

Like any new major aircraft, the specifications can prove impressive. The Sikorsky S-92 multi-use rotorcraft weighs more than 26,000 pounds, can seat 19 passengers, and features two GE turboshaft engines. It incorporates new design requirements that will enhance safety.

But there are other numbers behind the scenes that speak to the cooperation and determination of FAA employees in four aircraft certification offices (ACOs) to assist and oversee Sikorsky in the project while ensuring that the S-92 is a safe aircraft.

Close FAA participation on the project began in 1995. In the intervening seven years, the agency spent 16,000 staff-hours working with Sikorsky. At one point, it had three separate flight crews test flying prototypes. Other employees witnessed tests and reviewed designs to ensure that new requirements were being met, including designs to increase damage tolerance, develop an essential auxiliary power unit, and meet new bird-strike requirements.

That last requirement is a major change from 10 years ago, said Bob Mann, manager of the Boston ACO, which led FAA participation in the S-92 project. "It certainly recognizes that the environment has changed," Mann said. "It's something the FAA is paying increasing attention to."

Also tested were new crashworthiness standards for fuel systems, in which fuel tanks were dropped from 50 feet to verify they remained intact and didn't leak.

What might have proved to be an obstacle in FAA participation — an almost complete change in ACO office personnel since the last all-new rotorcraft certification with Sikorsky — never materialized. As Jay Pardee, manager of the New England Region's Engine and Propeller Directorate, pointed out, the Boston ACO has been busy



Jerry Hopkins (center) was the FAA's pilot on the S92 project, and co-worker Dave Setser (right) was the flight test engineer. On the left is Bob Spaulding, Sikorsky's S-92 project test pilot.

certifying enhancements to established helicopters all this time. "Bob's staff has remained engaged, staying up with requirements for existing aircraft."

The project proceeded at a normal pace until the last 18 months, when "the nature and the urgency of the program changed pretty dramatically," Pardee recalled. That's when customers began committing to buy the S-92. At that point, Pardee said, the program became "all elbows and people flying around."

Given the time restraints, resources

and schedule, the S-92 project "was a good example of us performing our functions and yet maintaining the integrity of the ultimate design," Mann said. In other words, the FAA worked overtime to make sure that customers' vision for the S-92 didn't stray from Sikorsky's, while ensuring the aircraft met high safety standards.

Cooperation took on an international flavor as well since Sikorsky had five foreign partners. Employees at the New York, Fort Worth and Los Angeles ACOs assisted their Boston counterparts in the project.

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